

**UNITED STATES MARINE CORPS  
6<sup>TH</sup> COMMUNICATION BATTALION  
MCRC, FLOYD BENNETT FIELD  
BROOKLYN, NY 11234**



**WELCOME ABOARD**

*6<sup>th</sup> Communication Battalion  
Floyd Bennett Field  
Important Numbers*

<i>Reserve Center Direct Line</i>		<i>718-252-3100</i>
<i>Duty Cell</i>		<i>917-541-7572</i>
<i>Duty Desk</i>	<i>Ext. 221</i>	
<i>Battalion Commander</i>	<i>Ext. 283</i>	
<i>Battalion I-I Commander</i>	<i>Ext. 251</i>	
<i>Battalion Executive Officer</i>	<i>Ext. 254</i>	
<i>Battalion SgtMaj</i>	<i>Ext. 229</i>	
<i>Site Commander</i>	<i>Ext. 266</i>	
<i>Site 1stSgt</i>	<i>Ext. 226</i>	
 <i>Medical Fax</i>		 <i>718-951-3790</i>
<i>Medical Admin</i>	<i>Ext. 257</i>	
<i>Medical Ops</i>	<i>Ext. 253</i>	
<i>Medical Treatment</i>	<i>Ext. 364</i>	
 <i>S-1/Admin Fax</i>		 <i>718-252-5139</i>
<i>S-1/Admin</i>	<i>Ext. 223/386</i>	
<i>Admin Chief</i>	<i>Ext. 222</i>	
 <i>S-4/Supply Admin Chief</i>	<i>Ext. 242</i>	
<i>Supply Warehouse</i>	<i>Ext. 317</i>	
<i>Facilities</i>	<i>Ext. 298</i>	
 <i>MMO/Maintenance</i>	<i>Ext. 231</i>	
<i>Maintenance Chief</i>	<i>Ext. 261</i>	
<i>MMC Chief</i>	<i>Ext. 232</i>	

**HOUSING OPTIONS**

**Mitchel Housing Complex**

*82B Mitchel Avenue  
East Meadow, NY 11554-2214*

<i>Housing Office Fax</i>		<i>516-486-5135</i>
<i>Housing Director</i>	<i>Patricia Vanderhorst</i>	<i>516-486-3993</i>
<i>Secretary</i>	<i>Debra Goraski</i>	<i>516-483-3405</i>
<i>Housing Manager</i>	<i>Linda Cooper</i>	<i>516-486-2022</i>
<i>Housing Assignment Counselor</i>	<i>Felicia Diaz</i>	<i>516-486-2022</i>
<i>Self Help</i>	<i>Jim Connor</i>	<i>516-483-2015</i>
 <i>1<sup>st</sup> Precinct Police Dept.</i>		 <i>516-573-6100</i>
<i>Facilities Office</i>		<i>516-483-3405</i>
<i>Maintenance</i>		<i>516-485-5179</i>

Maintenance Emergency		800-759-6544
Commissary		516-222-0880
Navy Exchange		516-222-1293
Post Office		516-794-4509
Bayley Seton Medical Clinic	Marion Fiordalisi	516-222-0228
MWR Coordinator (Daycare)	Sandy Canupp	516-483-3106
Gym/Pool	Nicole Pike	516-222-0340
Library		516-794-2570

### Fort Hamilton

Department of the Army  
Ft Hamilton, NY 11252

Fort Hamilton Operator	718-630-4101
Housing Office Numbers	718-630-4868
Housing	718-630-4058
Housing	718-630-4710

Commissary	718-630-4568
Exchange	718-748-3440
Transportation Management	718-630-4363
Adams Guest House	718-630-4937
Billeting	718-630-4564
Barber Shop	718-630-4194
Convenience Store	718-630-4094
Security	718-630-4357
Dry Cleaner	718-836-4530
Hospital (Ainsworth Clinic)	718-630-4129
VA Hospital	718-836-6600

### Garden City

1<sup>st</sup> Marine Corps District  
605 Stewart Avenue  
Garden City, NY 11530

Housing Office (see Mitchel Housing Complex)	516-486-2022
Direct Line/Guard Shack	516-228-5666
S-1/Admin	516-228-5993
Post Office	516-747-6262
3 <sup>rd</sup> Precinct Police Dept.	516-573-6300
Library	516-742-8405

## 6<sup>th</sup> Communication Battalion

### Our Community Involvement and Other Events

- *DEFY – Drug Education For Youth – summer program educating our youth about drugs, gangs, leadership and values.*
- *Toys For Tots – Held every December – Giving a Merry Christmas to the kids of New York City*
- *Fleet Week – fun and learning for the community*
- *Marine Corps Ball*
- *Color Guard Details - Parades, Baseball, Basketball, Football, and Hockey Games*
- *Visits to New York City schools to teach about our Marine Corps*

## Useful Websites and Phone Numbers

*All about New York – Major Attractions, City Night Life, Restaurants, etc.*

*www.nyc.gov*

*www.ny.com*

*www.nyc.com*

*www.promony.com*

*www.mta.info* - bus & subway info, Metro North Railroad, & Long Island Railroad

*Department of Motor Vehicles*      800-342-5368

*Department of Social Services*      516-571-4817

*Cablevision*      800-OK CABLE

# ***The History of Floyd Bennett Field***

## ***New York City's First Airport***

## National Historic Landmark Nomination – Floyd Bennett Field

By Lincoln Hallowell – Park Ranger, National Park Service

**Criteria 1 – Historic Events at Floyd Bennett Field that have made a significant contribution to, and are identified with, or that outstandingly represent, the broad national patterns of United States history and from which an understanding and appreciation of those patterns may be gained.**

The historic events at Floyd Bennett Field that meet the criteria defined for the property's inclusion as a National Historic Landmark are numerous. They clearly establish Floyd Bennett Field as one of world aviation history's most notable sites. Within the broad pattern of United States history, the contributions to controlled, powered, human flight, which began with the Wright Brothers on December 17, 1903, continued throughout the 1930's and 1940's at Floyd Bennett Field. Many of aviation's earliest and best-known pioneers, either began, or ended their historic flights on Floyd Bennett Field's runways. Each of these flights served to further the development of manned flight, and had profound effects on the history of aviation, and of the United States.

In addition, Floyd Bennett Field stands virtually intact as an excellent example of 1930's airport architecture. The original buildings constructed by the New York City Department of Docks show the original thoughts on how airports would be used by aviators and passengers. The additions and improvements made throughout the decade by the federal Works Progress Administration demonstrate that actual use of the field revealed that while Floyd Bennett Field was already a state of the art facility when it opened, it, and all other airports would need to evolve as aviation technology advanced, and usage increased. The evolution of a typical airport of aviation's "Golden Age" has been preserved, and can be clearly seen at Floyd Bennett Field.

The portion of Floyd Bennett Field built between 1929 and 1931, which includes Hangars 1 through 8, and the Administration and Terminal Building (Ryan Visitor Center), are included in the Hangar Row Historic District. This area has been included in the National Register of Historic Places. The nomination of Floyd Bennett Field for inclusion as a National Historic Landmark seeks to more accurately recognize the field's contributions to the histories of aviation and the United States.

### The Municipal Airport 1931-1941

Floyd Bennett Field was dedicated as New York City's first municipal airport on May 23, 1931. When it opened, it was among the most modern airports in the world. Its dominant features were hangars and long, paved runways, which were capable of handling the largest land-based airplanes of the era. In addition, the main terminal building housed passenger services and airport administration. Almost immediately, Floyd Bennett Field became an extremely popular site for the noted aviators of the day, especially those seeking to set speed and distance records. Twenty – six around the world or transatlantic flights originated or terminated at Floyd Bennett Field between 1931 and 1939. In addition there were ten notable cross-country flights began or ended at the field between 1932 and 1939. The Bendix Trophy Race and Annette Gipson All-Women Air Race both started at Floyd Bennett Field in 1933. These were two of the most prestigious events in air racing during the 1930's. This era has been called air racing's "Golden Age".

The first of the notable flights at Floyd Bennett Field occurred on July 28 – 30, 1931. Russell Boardman and John Polando established a distance record of 5011.8 miles, without refueling to Istanbul, Turkey, in 49 hours 20 minutes. Flying in Bellanca CH monoplane named the Cape Cod; they were the first to fly over 5000 miles without refueling.

On August 29, 1932 James C. Haizlip set a transcontinental record from Burbank, Ca. to Floyd Bennett Field in 10 hours 19 minutes. This was set during a Bendix Trophy Race in Wendell-Williams aircraft. The Bendix Trophy was one of the three most coveted awards that an aviator could win in the 1930's.

On July 15, 1933 Wiley Post in his Lockheed Vega Winnie Mae, set out on the first solo, around the world flight from Floyd Bennett Field. 7 days 18 hours 45 minutes and 5 seconds later, he returned to a

welcoming crowd that was estimated to be in excess of 50,000 people. The flight covered 15,957 miles. Post attributed his success to the Sperry Pilot for automatic flying, an early forerunner of the instruments used by pilots today for bad weather flying.

On January 15, 1935, Major James Doolittle set a transcontinental record from Burbank, Ca. to Floyd Bennett Field for passenger aircraft in a Vultee Experimental aircraft in 11 hours 59 minutes. Later that year, on September 12, 1935, Laura Ingalls set the west to east record for women from Burbank to Floyd Bennett Field at 13 hours 34 minutes. This broke the record previously held by Amelia Earhart by nearly 4 hours.

December 3, 1937 was a big day for two pilots flying from Floyd Bennett Field. Both Jacqueline Cochran and Major Alexander de Seversky set records flying in Seversky aircraft. Cochran set a record flying to Miami, Fl. And Seversky set a record flying to Havana, Cuba. Both flights were non-stop.

From July 10 through July 14, 1938, perhaps the most famous of the Floyd Bennett Field record – breaking flights took place. Howard Hughes, piloting his Lockheed Electra New York World's Fair – 1939, shattered Wiley Post's around the world record. A crowd of over 50,000 people greeted Hughes and his crew upon their return to Floyd Bennett Field.

On August 11, 1938, a German Focke – Wulf 200 Condor set down at Floyd Bennett Field after making a record crossing from Berlin. This flight not only set a record for the distance, but also served to alert the United States military to the advanced state of German aviation, and the fact that German land based bombers could potentially reach American shores.

September 3, 1938 saw Jacqueline Cochran arrive at Floyd Bennett Field from Burbank, Ca., having set the transcontinental west to east speed record for women. She made the trip in 10 hours, 27 minutes, and 55 seconds. This was the last of many women's record set at the field.

"There are two reasons why the new New York municipal airport... became a favorite of pioneering aviators. First, its location (on the Atlantic sea board of the United States) set it up as a perfect jump-off site for transatlantic, cross country, and around the world flights. Second, the field had superb facilities, and, in particular, one of the finest sets of runways in the world. The runways were perfect for long distance or speed flights that required a heavy fuel load. Also, an added bonus was the fact that there were virtually no obstacles around the field. A pilot could take off and not have to worry about making a rapid climb to clear a nearby hill or an artificial obstruction. Floyd Bennett Field was ideally suited for the record breaking flights of the 1930's, and pilots were quick to extol its advantages and make use of them".<sup>1</sup>

There is a third reason that Floyd Bennett Field became so popular with the pioneering aviators of the day. New York was the mass media capital of the world, and each notable flight received the attention of the press. Flights were covered by newspapers, magazines, newsreels, and live radio hook-ups. Through this coverage, record breaking pilots became celebrities, and public confidence in aviation grew. This would have a profound effect on the burgeoning airline industry, as the aircraft they were using became more capable of flying greater distances, and carrying more passengers. Public confidence, combined with more advanced airplanes meant that more and more people would consider flying when travelling, as opposed to going by steamship or railroad. The effect on the airlines was that beginning in the late 1930's, they could make profits by carrying passengers in addition to cargo and mail.

(In the 1930's) Air travel shifted from being a form of amusement to a serious form of transportation. In 1929, six thousand airplanes were being manufactured in the United States every year, and an estimated half – million Americans had flown in one for business travel, or just for fun... By 1940 three million passengers a year were using airplanes, not just for a thrill ride, but as a means of getting from one place to another.<sup>2</sup>

The 1930's were also a period of great social change in the United States. When Floyd Bennett Field opened, the country found itself in the throes of the Great Depression, perhaps the worst economic period in the nation's history. Millions of people found themselves out of work, and the prospects for recovery seemed bleak. One of the few areas where there seemed to be good news was the field of aviation. With

---

<sup>1</sup> Historic Structure Report

<sup>2</sup> Burg, D., The Great Depression: An Eyewitness To History, p.179.



each new record set, or first flight flown, the advances in aviation provided the public with a sense of optimism. Certainly if people could conquer distance and time, then the elements that had brought about the Great Depression could be conquered as well.

In 1936, President Franklin D. Roosevelt said, "Governments can err, presidents do make mistakes, but the immortal Dante tells us that divine justice weighs the sins of the cold blooded and the sins of the warm hearted in different scales. Better the occasional faults of a government that lives in a spirit of charity, than the consistent omissions of a government frozen in the ice of it's own indifference".<sup>3</sup> In this spirit of charity, and in order to create jobs, stimulate the stagnant economy, and modernize the country's infrastructure, the United States Government created several agencies to construct new public works, and improve existing ones. Floyd Bennett Field had several new structures built during the late 1930's, including two new runways. These improvements meant that Floyd Bennett Field would remain among the most modern aviation facilities of its day.

President Roosevelt reflected the mood of the country when he said, "There is a mysterious cycle in human events. To some generations much is given. Of other generations much is expected. This generation of Americans has a rendezvous with destiny".<sup>4</sup> Aviation would prove to be a part of that destiny, and the advances in aviation made at Floyd Bennett Field would help that destiny be achieved.

The outbreak of World War II on September 1, 1939 all but ended the era of record-breaking flights, not only at Floyd Bennett Field, but also throughout the world. The public's interest was taken up with world events, and aviation's development would be in the hands of the world's military throughout the duration of the war. In addition, the opening of the more convenient to Manhattan North Beach (LaGuardia) Airport in Queens, and continued competition from Newark Airport, meant that Floyd Bennett Field was not commercially viable for the city. Although other record flights would begin, or end at Floyd Bennett Field after World War II, the "Golden Age" was over.

Floyd Bennett Field, for all the popularity it had enjoyed with the pioneering aviators of the 1930's, had proved to be a financial burden to New York City. This was due to two major factors. First, despite its facilities, which were unrivalled by any airport in the world, Floyd Bennett Field was unable to lure the lucrative airmail contract away from rival Newark Airport, in New Jersey. Airmail contracts in the 1930's ensured an airport's financial success, providing what amounted to a government subsidy for the movement of U.S. Airmail. Newark Airport held the primary contract for the New York metropolitan area. Although Floyd Bennett Field was within the political boundary of New York City, and designated a secondary airmail field, it was only to be used if Newark Airport was not accessible. This meant that Floyd Bennett Field was destined to lose money for the city.

The City of New York was seeking a buyer for its first municipal airport. On October 15, 1939, Municipal Airport Number 2 was opened at North Beach in the borough of Queens. Later renamed LaGuardia Airport, this new facility had the advantage over Floyd Bennett Field in that it was much closer to the business and population center in the borough of Manhattan. Secondly, its location near the recently completed Triborough Bridge and Grand Central Parkway meant that LaGuardia Airport was more easily accessible to the Bronx, northern Brooklyn, and the expanding suburbs of Long Island.

The failure to lure the airmail contract from Newark Airport was symptomatic of a larger issue that hampered Floyd Bennett Field's financial success. This was the amount of difficulty that most people had in reaching the airport from other parts of the city. Throughout its life as a municipal airport, the only way to reach Floyd Bennett Field was by driving down Flatbush Avenue. There were no limited access highways nearby, and mass transit bus service had to travel the same route as automobiles and trucks. This meant that it was inconvenient for most potential passengers to fly on an airplane leaving Floyd Bennett Field. Therefore, most people seeking a commercial flight chose to fly from Newark, and later LaGuardia airports. Both of these airports enjoyed the advantage of having highways nearby, and convenient crossings into Manhattan, the business and population center of the city. Several solutions were

---

<sup>3</sup> Ibid. p. 179.

<sup>4</sup> Washburne, C. K., America In The 20<sup>th</sup> Century, pp. 521-522.

experimented with, such as seaplane service from the Wall St. and 33<sup>rd</sup> St. piers on the East River shoreline in Manhattan, but these trials proved to be unsatisfactory. No matter what was tried, the excellence of its facilities could not compensate for Floyd Bennett Field's inconvenient location. Consequently, the City of New York began seeking a buyer for Municipal Airport Number 1 in 1941. It would not be a long search.

The U.S. Navy looking to expand its aviation capabilities in the New York City area. The City of New York and the U.S. Navy entered into negotiations for the sale of Floyd Bennett Field. The Navy had been a presence on the field since its opening in 1931. The official opening ceremonies on May 23 of that year had included the establishment of Naval Air Station – Brooklyn, with a Naval Air Reserve Squadron based at first in Hangar 5, later moved to Hangar 1. The Navy's activities at Floyd Bennett Field included coastal patrols and training for reserve pilots and ground crews. When the Navy agreed to purchase Floyd Bennett Field in 1941, an integral step in America's pre-war preparedness was taken. On May 26, 1941, all civil and commercial aviation at Municipal Airport Number 1 - Floyd Bennett Field was ended, and Naval Air Station —New York, Floyd Bennett Field was established on June 2, 1941.

While Floyd Bennett Field never achieved the financial success that had been hoped for when it was built, it is still among the most significant sites in aviation history. The men and women who flew in and out of New York's first municipal airport, each made contributions to the advancement of human flight. When the field opened in 1931, a flight in airplane was a novelty, a thrill ride. By the time the U.S. Navy took over the facility, almost exactly ten years later, the airplane was a common form of transportation. It is the fact that the airplane was accepted by the public as way to move quickly across long distances that is significant. In the 1930's, what had been considered by many to be a daredevil stunt became workaday. People, mail, and cargo moved about through the air routinely by the end of the decade. Had it not been for the advances in aviation technology and pilot skills, and the coverage provided to these advances by the new forms of mass media communications, all coming together at Floyd Bennett Field, the aviation industry of today might have been very different.

---

**Getting Around New York:**

**Bus and Train Information**



## How to Ride

- [The Subway](#)
- [The Bus](#)
- [Riding Safely](#)

For travel information for MTA NYC Transit call 1-718-330-1234, 24 hours, seven days a week. Non-English speaking customers may call 1-718-330-4847 and hearing impaired customers may call 1-718-596-8273 during these same hours.

### How to Ride the Subway



The fare is \$2. You can pay your fare with MetroCard or subway tokens. Senior citizens and people with disabilities who have proper identification are eligible for reduced fares. These benefits are available with proper forms of identification including Reduced-Fare MetroCard or Medicare card.

[Click here for Reduced-fare information.](#)

People with disabilities who are unable to use subway or local bus service may apply for Access-A-Ride door-to-door paratransit service.

[Click here for information about Access-A-Ride/Paratransit.](#)

The New York City subway has 468 stations serving 24 routes - more than any other system in the world. The **FAQs/Contact Us** are identified by letters, such as A B C and by numbers, such as 1 2 3, etc. These routes serve Manhattan, the Bronx, Brooklyn and Queens. Staten Island is served by the Staten Island Railway (SIR). Ask for a free subway map at any subway station booth.

Click   for Maps

Get **MAIL & RIDE** in the Station

There is a Passenger Information Center bulletin board near the main station booth in every station. You'll find a subway map, train schedules and information about changes in service due to construction. Station booth agents can give you directions and a free subway map.

### Going through the Turnstiles

Slide your MetroCard through the slot in the top of the turnstile or deposit your token in the turnstile and walk through. People in wheelchairs may pay their fare by alerting the station booth agent that they are about to enter the system. They can then pay their fare and the station booth agent will open the special entry gate for them.

Autogate is a place near the turnstile where mobility-impaired customers can enter the subway with a special Autogate MetroCard.

[Click here for AutoGate MetroCard information.](#)

### **Waiting for Your Train**

Follow the signs displaying the subway route you want to take. At the platform edge you'll find signs that tell which trains stop there and the direction the trains are going, such as Uptown (northbound), Downtown (southbound), or Brooklyn-bound.

In general, trains run every 2 to 5 minutes during rush hours, every 10 to 15 minutes during the day and about every 20 minutes between midnight and 5 AM.

Wait behind the yellow line on the station platform. If you're traveling when it's not rush hour, especially at midday or at night, we suggest you wait in our Off-Hour Waiting Areas. They are marked by a yellow sign, usually suspended from the ceiling. When you're in one of these areas, our station agents will be able to see you.

When it's not rush hour, many trains have fewer cars. Look for black and yellow signs telling you where to wait on the platform.

Many of our stations have electronic signs that tell you when a train is coming. You will hear a beeping sound to alert you that a train will soon arrive.

### **Boarding the Right Train**

The front and side of every train displays the route number or letter. In many instances, more than one train route stops at particular stations so you'll want to be sure to read the route number before you get on.

Keep in mind that a local train makes every stop while an express train skips some stops. Subway maps indicate express and local stops.

Board the train after the people who want to get off have exited. Be careful of the gap between the platform and the train. Never try to hold closing doors open.

If you do not get a seat, hold onto a railing. For your safety, please don't lean against the doors. When you ride during non-rush hours, we suggest you ride in the car with the conductor. The conductor's car is usually in the middle of the train.

[Click here for Bicycle Safety in the Subway](#)

### **Knowing When to Get Off**

Conductors make announcements so you'll know the next stop along the line. To be sure you're traveling in the right direction, check the subway map. Every subway car has a map posted on the wall.

### **In Case of Emergency**

Go to the station booth. Station agents have phones to contact emergency medical services and the police.

You can also go to the train's first car (where the train operator is) or the middle car (where the conductor is usually located). Our train crews have radios that they can use to call for help.

### **Travel Information for MTA NYC Transit**

Call 1-718-330-1234, 24 hours, seven days a week. Non-English speaking customers may call 1-718-330-4847 and hearing impaired customers may call 1-718-596-8273 during these same hours.

---

## **How to Ride the Bus**

### **Where the Bus Stops**

Bus stops are located at street corners and have a tall, round sign with a bus emblem and route number. Some stops have bus shelters. Most stops also include a "Guide-A-Ride," which is a rectangular box attached to the bus sign pole that displays a route map and bus schedule.

### **Boarding the Bus**

As the bus pulls up to the stop, be sure to read the destination sign on the front to check that the bus will take you where you want to go. Stay on the curb until your bus stops and the doors open. Some buses "kneel," or tilt down toward the curb, so that you can board more easily. You can pay your fare with MetroCard, a token or exact change. The farebox is directly in front of you as you board.

People with physical disabilities may use the wheelchair lift located at the back door of the bus. These customers will pay their fare by sending it to NYC Transit in a postage-paid envelope given to them by the bus driver.

For the safety and convenience of your fellow passengers, please keep your packages and personal belongings out of the aisles.

### **Getting off the Bus**

Buses stop about every two or three blocks. Buses marked "Limited" make fewer stops. Push one of the tape strips located between the windows to signal the driver to stop. Try to stay in your seat until the bus stops. Please exit at the rear door to keep out of the way of people trying to board the bus. Once the bus has stopped, you'll see a green light over the rear door to indicate that it can be opened. In some buses, these doors swing open automatically if you press the yellow tape strip on the doors.

### **Making Connections**

If you pay your fare with MetroCard, you may transfer free from bus to subway, subway to bus or bus to bus within two hours of the time you paid your fare. Unlimited Ride MetroCard

includes all transfers, at no charge.

If you pay your fare with coins or a NYC Transit token, you may transfer free between buses with intersecting routes. Ask the bus driver for a transfer when you pay your fare. The transfer is a single-use MetroCard with a black strip along the bottom. When you catch your connecting bus, insert the transfer into the bus farebox -- black stripe to the right side. Transfers are good for two hours from the time you paid your fare.

#### **Late Night Request-A-Stop**

For your late night safety and convenience, our Request-A-Stop bus service allows you to request to be let off at a location that is not a bus stop. It is available from 10 PM to 5 AM, seven days a week. Simply inform the bus operator where you want to get off. As long as the operator considers the requested stop safe, you will be let off. Otherwise, the bus driver will let you off at the closest safe corner.

#### **Express Buses**

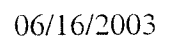
NYC Transit operates about 30 express bus routes, many of them between Staten Island and Manhattan. Most express buses run on a schedule during weekday rush hours only. The express bus fare is \$4. You can pay with Pay-Per-Ride MetroCard, Express Bus Plus MetroCard, tokens or exact change.

[Click here for Bus Schedules](#)

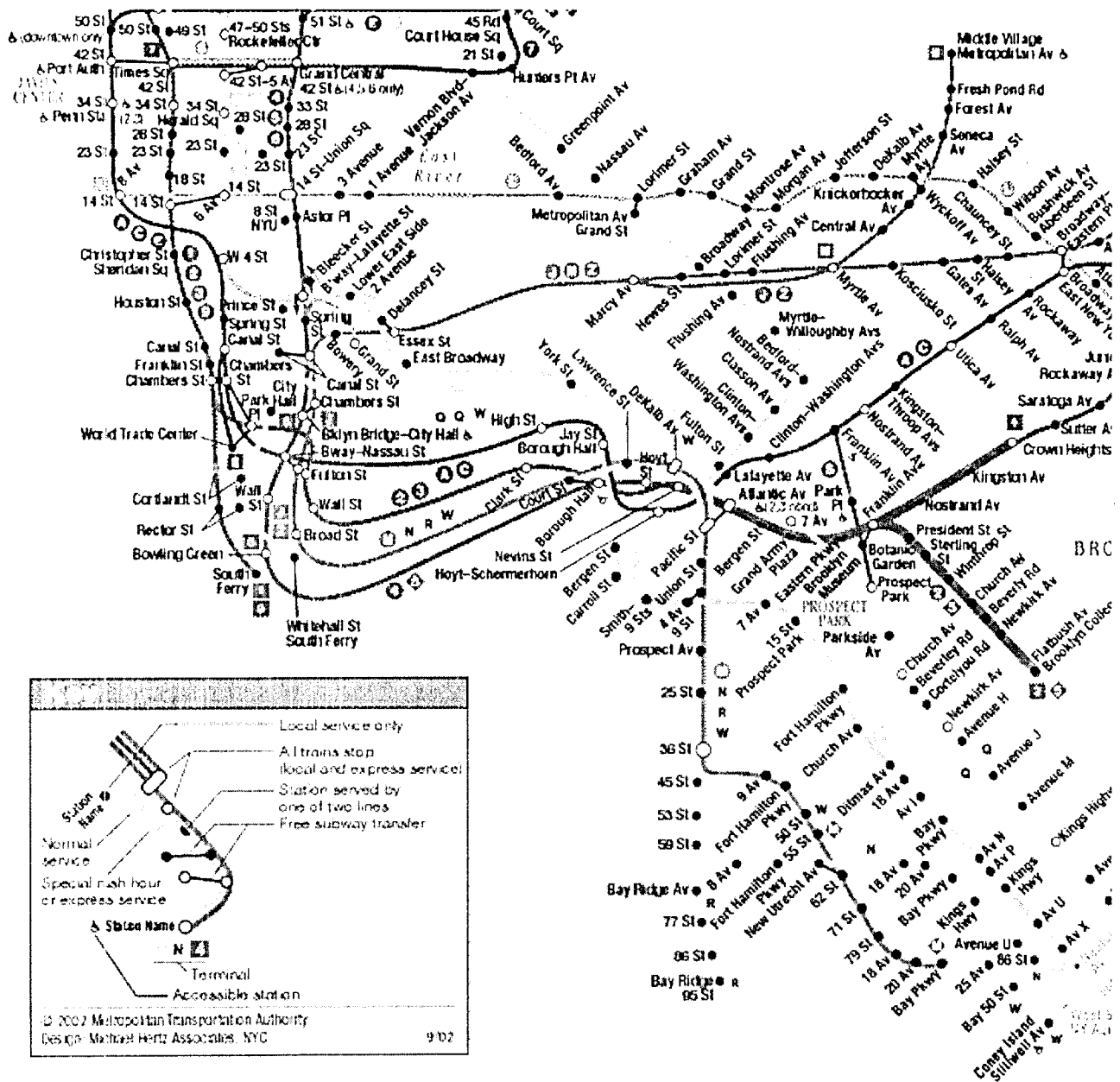
[Click here for Bus Information](#)

⌕ [Back to Customers with Special Needs menu](#)

⌕ [Back to General Information Menu](#)

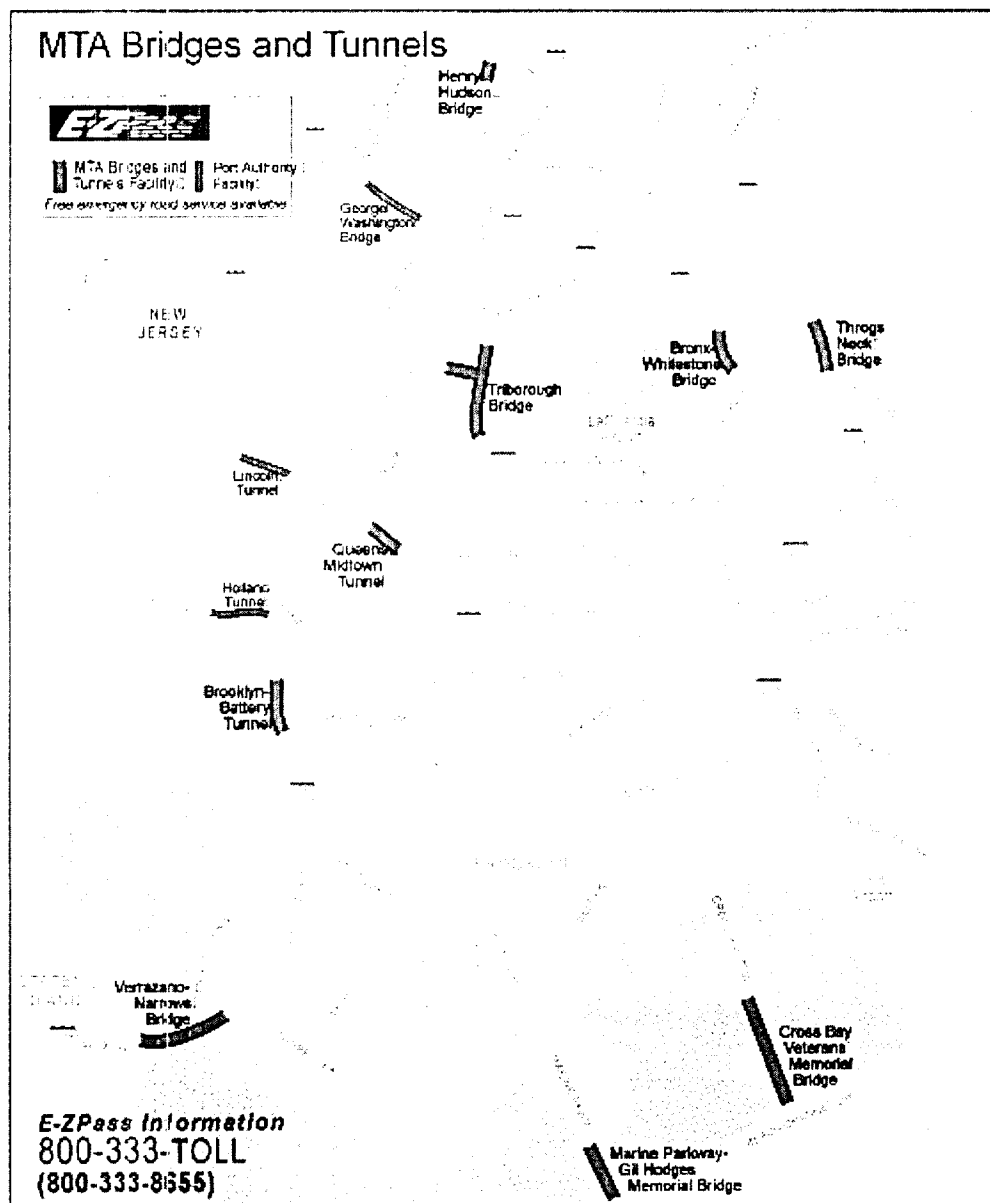








Click on each MTA bridge or tunnel for a picture, toll information, and a brief history. (The George Washington Bridge and the Lincoln and Holland Tunnels are managed by the Port Authority of New York and New Jersey.)





## Fares, Transfers and Discounts

*All fares effective Sunday, May 4, 2003*

The **base fare** for Long Island Bus is \$2, exact fare is required; no dollar bills, payable with MetroCard, coins, or a combination of NYC Transit token (worth \$1.50) and coins equaling \$2. NYCT tokens will be accepted until December 31, 2003.

A **transfer** can be purchased for \$.25 when you board the bus and pay with coins. Transfers are free with MetroCard use. Transfers are valid for two hours from the time indicated on the transfer and may be used only at designated points and for routes traveling in the same general direction.

### Cash Fare

Cash Fare	Adult	Senior/ Disabled	Student with ID
One-way	\$2.00	\$1.00	\$1.80
One-way with transfer	\$2.25	\$1.10	\$2.05

### Pay-Per-Ride (Regular) MetroCard

- Beginning May 4, 2003 the new \$2 fare will be deducted from your card. You will not need to buy a new card.
- New \$10 MetroCard – pay for 5 rides and get 6.
- New \$20 MetroCard – pay for 10 rides and get 12.
- Free MetroCard transfers remain the same.

### Unlimited Ride MetroCard

	New Fares	Grace Periods for Old Fares
1-Day Fun Pass	\$7	May 5
7-Day Card	\$21	May 13
30-Day Card	\$70	June 12
7-Day Express Bus Plus	\$33	not applicable
30-Day Express Bus Plus	discontinued	June 12

- Unexpired Unlimited Ride MetroCard, 1-Day Fun Pass, and UniTicket are accepted.

## Where To Buy MetroCard

Unlimited Ride and Pay-Per-Ride MetroCards may be purchased at LI Bus's Hempstead Transit Center, any subway station, the MetroCard Express Van and more than 3,300 neighborhood stores. The Fun Pass is available at many neighborhood stores and the MetroCard Express Van.

For more MetroCard information, including a complete list of the sales locations near you, or refunds for Unlimited Ride cards purchased prior to May 4, call MetroCard Customer Service at (800) METROCARD (outside New York City) or (212) METROCARD (within New York City). MetroCard Customer Service agents are available from 7 am to 11 pm on weekdays and 9 am to 5 pm on weekends.

## Reduced-Fare MetroCards

Reduced-Fare MetroCards are available with application at half-price to senior citizens (over 60 for LI Bus; 65 for NYC Transit) and persons with qualifying disabilities. For further information and an application, call (718) 243-4999.

## UniTicket

UniTicket combines LI Bus fare to or from a Nassau County LIRR station and the LIRR fare into one unified reduced rate ticket. For more information, call the LIRR at (516) 822-LIRR (5477) or (718) 217- LIRR (5477) in New York City.

## Senior citizens age 60 or over and Medicare card holders

Senior citizens age 60 or over and Medicare card holders pay half-fare at all times upon presentation of proper identification. A Reduced -Fare MetroCard is available to senior citizens and individuals with qualifying disabilities. For further information, call (718) 243-4999.

## Children

Children under 44" tall ride free when accompanied by an adult. There is a limit of three children per adult.

## Students through grade 12

Students through grade 12 receive reduced fares with an LI Bus identification pass supplied through participating schools.

# Able-Ride

*Effective Sunday, May 4, 2003*

The one-way fare on Able-Ride will be \$3.50. Able-Ride customers may pay their fare using a pre-paid ticket or exact fare.

- Companions traveling with an Able-Ride customer also pay the \$3.50 one-way fare. Personal care attendants traveling with and assisting an Able-Ride customer ride at no charge.
- The Able-Ride 20-trip ticket book will cost \$70.

For fare, schedule and Able-Ride information, call (516) 228-4000; TTY:(516) 228-4002

For MetroCard information or refunds for Unlimited Ride cards purchased prior to May 4, call MetroCard Customer Service: (800) METROCARD/ (800) 638-7622 (outside NYC) or (212)



## Fares & MetroCard

The fare for a subway or local bus ride is \$2. The fare for an express bus ride is \$4. If you qualify for Reduced Fare, you can travel for half fare. Children 44 inches tall and under ride for free.

With MetroCard your rides can cost less. You can buy MetroCard two ways:

- [Pay-Per-Ride \(Regular\) MetroCard](#)
- [Unlimited Ride MetroCard](#)

- ✕ [Unlimited Ride vs Pay-Per-Ride MetroCard, a comparison](#)
- ✕ [Conditions of Use for Unlimited Ride MetroCard](#)
- ✕ [Conditions of Use for Pay-Per-Ride \(Regular\) MetroCard](#)

[FAQs](#) [Contact Us](#)



**MAIL & RIDE**